Every other day advertisements, 20 per extiditional. Twice a week advertisements,

RAILROADS.

BALTIMORE AND OHIO RAILROAD.

WASHINGTON Oct 29, 1865.
Trains between WASHINGTON and BALTIMOILE, and WASHINGTON AND THE WEST,
are now run as follows, vis:
FOR BALTIMORE.
Leave daily, except Bunday, at 6,20, 8,20, and
11.15 s. m., and 3.30, 4.40, and 7.30 p. m.

FOR ALL WAY STATIONS.

Leave daily, except Sunday, at 6 13 a. m. and 3, 30 p. m.

3.30 g. m.
FOR PRINCIPAL WAY STATIONS, vir:
Bladenburg, Belisville, Laurel, Annapolis
Junction, and Relay House, leave at 6.30 and 8.28
a. m., and 3.50 and 4.40 p. m. daily, except Sunday,

day.

FOR ANMAPOLIS
Leave at 6 20 and 5 20 a.m., and 4,40 p.m.
daily axcept Sunday. No train to or from Annapolis on Sunday. No train to or from Annapolis on Sunday.

FOR HALTIMORE.
Leave at 5 20 a.m. and 1,15,130 and 7,30 p. 10.
Leave at 5 20 a.m. and 2,15,130 and 7,30 p. 10.
Leave at 5 20 a.m. and 1,15,130 and 7,30 p. 10.
Leave at 5 20 a.m. and 1,15,130 a.m. and

Leave at 5.20 a. m. and J. or P. m.

For ALL Paller Of The WEST.

Leave daily, except Sandsy, at 7.30 a. m. and
Liù and 7.30 p. m., except sales Saturday, when
latest train leaves at 1.15 p. m.

On Sunday, at 1.15 and 7.30 p. m. only, connecting as Helay Station with trains from Baltimore to Wheeling, Parkersburg, &c.

Through tickets to the West can be had at the
Washington Station Ticket Office at all hours in
the day, as well as at the new office in the Amerteam Telegraph Saliding, Pennsylvania avenue,
between Pour-and-a-balf and Sixth atreets.

For New York, Philadelphia, and Boston, see
advertisement of 'Through Lina.'

W. P. SMITH,

Master of Transportation.

General Ticket Agent.

OEO. S. HOONTE, Agent.

A TOTICE TO SOUTHERN TRAVELERS.

NOTICE TO SOUTHERN TRAVELERS.
THE OLD AND DIRECT LINE ENTIRELY COM-STAGING ENTIRELY DISCONTINUED.

60 MILES SHORTER AND 3 HOURS QUICKER
THAN BY ARY OTHER BOUTE.
TWICE DALLY.
On and after MONDAY, September 23, the old
and favorite line from WASHINGTON, via FREDERICKSBURG, to RICHMOND, will be ra
TWICE DALLY, (Sanday nights excepted,) as follows:

RNICKSBURG. to RICHMOND, will be run TWICE DALLY, (Sanday nights excepted.) as follows:

The fast and commodions steamer EXYPORT, Captain Frank Hollingsheed, and C. VANDER, Filt-T. Captain Frank Hollingsheed, and C. VANDER, foot of Sixth street, Washington, twice daily, (Sunday nights excepted.) at 7 s. m., and 8.45 p.m., arriving at Aquis Creek by 10.30 a.m., and 12.35 p.m., and thence by the Richmond. Frederlessburg, and Potomac Railroad, now entirely completed, to Richmond, and rasking connections with the Richmond and Potersburg.

The steamer leaving Washington at 5.45 p. m., arrives in Richmond at 5.20 a. m., affording ample time for breakfast, and connection with the Richmond and Daaville trains for Daaville, V., Greensbore', Salisbury, Charlotte, Raleigh, Goldsborough, and Willington, N. C., and Chester, S. C.

On SUNDAYS leave WASHINGTON at 7 a. u. only, and arrive in Richmond at 3.20 p. m.
Baggage checked through to Richmond from New York, Philadelphia, Baltimere and Washington, and scompanied by through bagge masters.

Through lickets from N. York to Richmond 21 co.

New York, Philadeiphia, Baltimore and Washington, and accompanied by through baggage masters.

Through tickets from N. York to Richmond, \$17.00

"Philad" 10.00

Baltimore 10.00

"Baltimore 10.00

"Washington 10.00

Beatington 10.00

Can be procured in New York at No. 229 Breadway, and at Courthand sirest ferry. In Philadelphia, will-integious and Saithmore Baltimod Company, Broadway, and and Saithmore Baltimod Company, In Washington, at the Company Normal Station of the Baltimore and Ohle Railroad Company. In Washington, at the Company 10.00

Can the corner of Pennsylvania avoine and Sixth street, and on board the Potomac attentionate.

Passengers leaving New York at 7 and 8 a. m.; 6 and 7 p. m., Philadelphia at 1.15 p. m. (DAX, 3nd 11.15) p. m. (RiGHP), and Baltimore at 3.00, 4.25, and 9 p. m., 3.35 and 4.10 a. m., arrive it Washington at 5.29, 5.00, and 7.45 p. m., and 3 and 6 a. m., in ample time to make connections for Richmond and the South.

Omnibuses and Baggage Wagons will be invasioned by the baggage hetween depote in Richmond.

Passengers by this Line pass by daylight Mount Vernon, and may have an opportunity of visiting several battle-fields near Fredericksburg, by stopping at that point.

Baggage will be cheeked from New York, Philadelphia, and Baltimore to Washington, b. C. W. D. GILLERSON, Agent.

Webbaggage in the point of the previous of the ince.

Broakfast and aspper on buard of steamers.

OEO. MATTINOLY, Superintendent.

Webbaggon, D. C.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILEROAD.

TIME TABLE

Commencing MONDAY, December 19th, 1864, trains will leave depot, corner of Broad atreat and Washington avenue, as follows:

Repress Train at 4.05 s. m., (Mondays excepted,) for Baltimore and Washington, stopping at Wilmington, Perrywille, Havre-da-Grace, Aberdeen, Perryman's, and Magnolia.

Way Mail Train at 8.15 s. m., (Stindays excepted,) for Baltimore, stopping at all revular

capted,) for Baitimore, stopping at all regular stations, connecting with Delaware railroad at stations, connecting with Baiaware railroad at Wilmington for Baitimore, Salisbury, and intermediate station of Baitimore and Washington, stopping at Chester, Wilmington, Eikton, Perryville, and Harra-de-Grace.

Raysese Train at 3.50 p. m., (Sandays excepted.) for Baitimore and Washington, stopping at Wilmington, Newark, Sikton, Northeast Parryville, Havre-de-Grace, Perryman's, and Magnolia.

Night Express at 11.15 p. m., for Baitimore and Washington passengers, Wilmington, Stopping at Chester, (only to take Baitimore and Washington passengers, Wilmington, Newark, Bitton, Northeast, Parryville, and Havro-de-Grace.

Passengers for Fortreas Mource will take the \$1.61 a. m. Iraha-700 TRAINS.

Passengers for some and the state of the sta ton—
Leave Philadelphia at 11.00 a. m., 4.00, 5.86
and 10.00 p. m. The 4.00 p. m. train connects
with Delaware Railroad for Milford and inter-

siations, Wilmington at 7.15 and 9.30 a. m., 2.50 THROUGH TRAINS FROM HALTIMORE -Leave Wilmington at 12 m., 4. 24, 5. 33 and 9. 54

p. m. CHESTER FOR PHILADELPHIA—Leave Ches-ter at 8.15, 10.14 a. m., 12.36, 3.13, 4.54, 7.26

Original State of the August 12, 36, 3, 13, 4, 64, 7, 2 and 9, 60 p. m. SUNDAY TRAINS.

Express Train at 4, 60 a. m. for Baltimore an Washington, stopping at Wilmington, Perry ville, Hayre-de-Grace, Aberdeun, Perryman'

ville, Hayre-de-Grace, Austraum, and Magnolla. Might Express at 11.15 p. m. for Baltimore and Washington, stopping at Chester, (for Balti-more and Washington passengers,) Wilmington, Hewark, Bikton, North-East, Porryville and

Newark, Eikton, North-Kast, Porryville and Harro-de-Grace,
Accommodation Train at 10 p. m. for Wilmington and Way Stations.

Leave Baltimore at 9.25 p. m., stopping at Havre-de-Grace, Perryville and Wilmington, Also stope at Bikton and Newark (to take justices) and the stopping at Have-de-Grace, Perryville and Wilmington, Also stope at Bikton and Newark (to take justices) and the state of the Leave Wilmington for Philadelphia at 6.80

FROM BALTIMORE TO PHILADELPHIA.

Leave Balthore S. 25 a. m., Way Mail; 1.10 p. m., Express; 4.25 p. m., Way Train; 6.35 p. m. Express; 9.25 p. m., Express, PRAINS FOR HALTIMORE Leave Chester at 8.57 s. m., 1.50 and 11.50

P. M. Leave Wilmington at 5, 13, 9, 40 a. m., 2, 25, 4, 58 and 12, 25 p. m.
FREIGHT TRAIN, with passenger car attached, will leave Wilmington for Perryville and intermediate sations at 7, 55 p. m.
janii H. F. KENNEY, Superintendent.

WASHINGTON, D. C., SATURDAY EVENING, NOVEMBER 18, 1865.

The Official Advertisements of all the Executive Departments of the Government are Published in this Paper by Authority of THE PRESIDENT.

NORTHWEST AND SOUTHWEST ON AND AFTER NOVEMBER 1, trains will save Baltimore, from North Calvert Station, as

THE 6.20 A. M. TRAIN FROM WARHINGTON Connects with the 6.20 a. in. train from Bat-timore for Fittsburgh and the West, and for Elmira, Buffalo, Rochester, Dun-kirk, Ganaudajuna, and Niagara Falls, and for New York City.

THE 4. 40 P. M. TRAIN FROM WASHINGTON i with the 8 p. m. train from Bal-nore for Pittsburg and Erie.

THE 7.30 P. M. TRAIN FROM WASHINGTON
Connects with the 10 p. m. Express from
Hairimore and runs through to Pittsburgh and Kimira, without change
of cars, connecting at Pittsburgh
for Gineinant, Oblessey, and
B. Louis, and at Rimira,
for Buffalo, Hoobesper, and Syracuse.

Leaving Washington at 8,30 and 7,30 p. m SOLDIERS' TICKETS AT GOVERNMENT HATES

tow PARE AND QUICK TIME.

1,0 w PARE AND QUICK TIME.

27 FOR Tickels and any infertibition apply at the Office of the Great Pennsylvania Houte, outner Pennsylvania avenue and Sixth street, under Mational Hotel, and Fourteenth street, corner of Pennsylvania avenue, opposite Willards' Hosel, Washington.

J. N. DUBAMET,

Superintendent N. C. R. R.

L. WILKINS,

JNO. GILLETT, Passenger and Ticket Agent.

Corner Sixth street and Pennsylvania avenue.

de23-tf

ORANGE AND ALEXANDRIA RAILROAD.—THROUGH by RAIL FROM WASHINGTON AND ALEXANDRIA TO RICHMOND
AND LYNCHHURG.
On and after FRIDAY, September 1, 1863, the
trains on this road will run as follows:
TRAIKS SOUTH.
Leave Washington at 7 a. m. and 8.30 p. m.
Leave Machandria at 7.35 s. m. and 9 p. m.
Leave Gordonaville at 12.30 p. m. and 1.40 a.m.
Arrive at Lynchburg at 5.30 p. m. and 6 a. m.
TRAINS NORTH.
TRAINS NORTH.

Arrive at Lynchburg at 6, 39 p. m. and 6, a. m. TRAINS NORTH.
Leave Lynchburg at 6,45 a. m. and 7,15 p. m. Leave Richmond at 7 a. m. and 7,15 p. m. Leave Gordoneville at 12,50 p. m. and 12,20 a. m. Arrive at Alexandria at 4,55 p. m. and 4,20 a. m. Arrive at Washington at 5,50 p. m. and 5,25 a. m. On Sundays leave Washington at 5,50 p. m. old. Country to at Washington at 5,50 p. m. old. Local Greight train leaves Alexandria at 4 a. m. arriving in Gordoneville at 11,45 a. m. Louves Gordoneville at 12,55 p. m., arriving in

Leaves Gordonsville at 12.35 p. m., arriving in leavandria at 8 p. m.
Through freight train leaves Alexandria at 3.
Through freight train leaves Alexandria at 3.
m., arriving in Lynchburg at 7.10 p. m.
Leaves Lynchburg at 3.29 a. m., arriving in leavandria at 3.0 p. m.
Passengers from Warrenton will take the 7 a.
n. train south from Washington, and the 6.45 a.
m. train north from Lynchburg.
Passengers by the 0.45 a. m. and 7.15 p. m.
rains from Lynchburg, said the 7 a. m. and 7.16
m. trains from Rehonad connect with trains
it Washington for all parts of the North and
West.

West.
This route has the advantage over all others by aving a continuous sail from New York to typeshburg, 605 milesuph Pairfax, Bull Run, Ma-It also uses, Callett a. Rappalasmock, Guitanassa, Bristow, Callett, Rappalasmock, Guitanassa, Bristow, Callett, Rappalasmock, Guitanassa, Bristow, Callett, Callett, Parkellon warm

Tukets can be procured in Adams' Expressibilities, opposite the R and O. R. R. Depot, b Washington; also, at the Depot, on Marylan Trains leave the corner of First and C streets,
Washington. W. H. McCAFFERTY,

W. H. M. General Superintendent J. M. BROADIS, General Passenger Agent.

1864 ARMANGEMENTS 1864 NEW YORK LINES.

THE CAMDEN AND AMBOY AND PHILADEL PHIA AND TRENTON RAILROAD COMPA-

FROM PHILADELPHIA TO NEW YORK AND WAY PLACES. PROM WALNUT STREET WHARP AND KENSINGTON DEPOT,

WILL LEAVE AS FOLLOWS, VII;
10., via Camden and Amboy—C. and
Accommodation.
22.25
23. m., via Camden and Jersey City—
ew Jersey Accommodation.
23. m., via Camden and Jersey City—
forning Expuss.
3.00
24. m., via Camden and Jersey City—
donning Expuss.
25. d. m., via Camden and Jersey City—
diass Ticket.

PHILADELPHIA AND NEW YORK LINES. Leave Weinti stees wharf at 6 and 5 a. ms., 12 m., and 2 p. m. Leave Kenelugtes Depot at 11.15 a. m., 2.25, 4.30 and 6.43 p. m., and 12.50 a. m. (night.) The 6.45 p. m. line runs daily; (all others, Sundays excepted.)

NEW YORK AND PHILADELPHIA LINES.

Philadelphia and New York Lines.

Prolifer of Cortland street at 7, 5, and 10 s.

From foot of Cortland street at 7, 5, and 10 s.

m., 12 m., 4 and 6 p. m., and 12 night.

The 6 p. m. thas rans d. liy; (all others, Sandays excepted.)

W. H. OATZMEH, Agent,

Philadelphia and New York Lines.

Philadelphia, Doc. 23, 1863.

de51

THROUGH LINE BETWEEN WASH-INGTON, PHILADREPHIA, AND NEW

YORK. Wassington, October 29, 1863,
Trains between Washington and New York are
new run as follows, viz:
FOR NEW YORK, without change of ears,
Leave dally (except funday) at 7.30 a. m., and
and 7.30 p. m.
FOR NEW YORK, changing cars at Philadel-

phia, Lave dally (except Sunday) at 11.15 a.m., and 1.40 p. m.

Leave daily (except Sanday) at 11.15 a.m., and 4.40 p.m.

Leave daily (except Sanday) at 7.30 and 11.15 a.m., and 4.40 and 7.30 p.m.

ON SUMPAY.

Leave for New York at 6 p.m. only.

Leave for Philadolphia at 7.30 p.m. only.

Riceping cars for New York on 7.30 p.m. train
daily, orderph Sonday. On Sanday, train and
alsequing car run only to Philadelphia.

Through tickets to Philadelphia, New York, or

Boxton, can be had at the Station citics at all
butts in the day, as well as at the new office, in
the American Telegraph building, Pennsylvania
interest.

the American Telegrape
avenue, between Four-and a field and scanstructs.

Soc Haltimore and Oblo raitroad advartisement
for schedule between Washington, listimore,
Amnapolie, and the West. W. P. IMITH,
Macter of Trausportation.

Geoperal Ticket Agent,
GEO, S. KOONTZ,
Agent, Washington.

GREAT PENNSYLVANIA ROUTE TO 1865 WANTER ARRANGEMENT. 1865 PENNSYLVANIA CENTRAL RAILBOAD

and after MONDAY, October 16, 1865, trains leave the Union Passenger Depot, corner of sington and Liberty streets, Pittsburgh, Pa-

DAY EXPRESS daily except Sunday, at 2 55 a. m., stopping at Johnstown, Conomangh, Gallia-zee, Altoons, and all principal stations, and mak-ing direct counscious at Harrisburg for New York, Baltimore, and Washington, and at Phila-dolphia for New York, Boston, and intermediate

York, Baltimore, and Washington, and at Philadelphis for New York, Boston, and intermediate points.

ALTOONA ACCOMMODATION, daily, except Sunday, at 5.50.a.m., stopping at all regular size tions between Pittsburgh and Alcoon, and making close connection with trains on the Indiana Branch, West Fenney swith Railroom, Schemburg and Gresson Railroad, and Hollidaysburg Branch. FITTSBURGH AND KHIE MAIL, daily second Sulfress, and Washington.

MAIL ACCOMMODATION, daily (except Sunday, at 7.60.a.m., stopping only it Conmany, Gallitee, Altoon, and all regular attions, making direct connection at Harrisburg for New York, Baltimore, and Washington.

MAIL ACCOMMODATION, daily (except Sunday) at 1.40.a.m., stopping at all regular attions between Pittaburg and Harrisburg, making connections with trains on the Bhenaburg and Cresson railroad and Hollidaysburg railroad.

FRILLADELPHIA EXPENESS, daily at 4.20.p.m., stopping at Latrobe, Biairaville Intersection, Johnstown, Commangah, Gailliter, Altoom, Huitingdon, Lewistown, Midlin, Mewport, Marya-ville, Harrisburg, Lancaster, and Downjugtown, At Harrisburg Lancaster, and Downjugtown, At Harrisburg Lancaster, and Downjugtown, At Harrisburg Commander, and Downjugtown, At Harrisburg Lancaster, and Washington, and at Philadelphia and at Philadelphia and Fallimore, and to New York, Houson, and Internation, and Commonday of Philadelphia and Baltimore, and to New York, by the Alleatown route.

JOHNSTOWN ACCOMMODATION, daily (ex-

FAST LINE, dasks, except Sanday, at 9.30 p.m., stopping only at Commangh, fallitien, Alcous, Hautingdon, Lewistown, Mifflin, Newport,
Mayweille, Harrisburg, Middletown, Lancaster,
that Downingtown, making connection at Harrisburg for New Tork, Baltimore and Washing-cos, and at Philadelphia for New York, Buston,
and intermediate points. Sleeping pars ran
through in this train to Philadelphia and to New
York on the Allentiwa route.
First Accommodation Train for Wall's Station
eaves daily (except Sanday) at 6.30 c.m.
Second Accommodation Train for Wall's Station
con leaves asily (except Bunday) at 9.40 a.m.
Third Accommodation Train for Wall's Station
eaves daily (except Sanday) at 8.30 p.m.

Third Accommodation Train for Walf's Station are daily (except Sunday) at 3.30 p. m.
Fourth Accommodation Frain for Walf's Station leaves daily (except Scuday) at 6,00 p. m.
Accommodation for Penn Station, stopping at 1,00 p. m.
Accommodation for Penn Station, stopping at 1,00 p. m.

3.30 p. m. The Church Train leaves Wall's Station every maday at 9.03 a. m., and arriving in Pittsburgh at 10.05 a.m. Returning leaves Pittsburgh at 12.50 p. m., and arrives at Wall's Station at

prompt attention.

Baltimore express will arrive with Philadelphis express at 2.30 p. m. on Mondays.

NOTICE—in case of loss, the Company will
hold themselves responsible for personal baggage only, and for an amount not exceeding \$100.

M. H. HECKWITH, Agent,
At the Pennsylvanis Central Railrand Passenger
Station, on Liberty and Washington streets.

STEAMSHIPS. ATLANTIC STEAMSHIP COMPANY.

The steamers comprising this line are the JOHN GIBSON CAPTAIN YOUNG, H C KNIGHT "

MORRIS, FAIRPAX..... " WINTERS. eaving pler No. 12 N. R., New York, and fout C

WEDNESDAY AND SATURDAY.

Freight received every day during business Freight received every day during business hours, and carefully kept under cover.

The steamers of this line now connect with Alexandria and Orange Bailroad. Freight forwarded to any point along the line of the road.

AGREE - MORGAN, RHINEHART & CO.,
FOUT OF STREET, Washington, D. C.,
BOWEN, BRO. & CO.,
Alexandria, Vs.
H. B. CROMWELL & CO.,
St. West street, New York.

WASHINGTON STEAMSHIP COMPANY, (OLD LINE,)

BRYWERN NEW YORK, ALKNANDRIA, WASHINGTON AND GEORGETOWN, D. C.

OCEAN STEAMERS BALTIMORE RESECCA CLYDE, AND EMPIRE. IN COMMENCION WITH INLAMINATIONS
GEORGE H. STOUT, MAY PLOWER, AND

Regular Salling Days TUESDAYS and FRI-DAYS, at 12 m., from foot of High street, George-own, and Pler 15, East River, (foot of Wall

DAYS, at the motion of the first street, New York.

For freight or passage applytomers for freight or passage applytomers for freight or filligh street, Georgetomers of High street, Agent. C. P. HOUGHTON, Agent,
foot of High street, Gaurgetown.
M. BLDRIBGE & Co., Agente,
Primes Street Wharf, Alexandris,
JAMES HAND, Agent,
117 Wail Street, New York.
Freight received constantly and forwarded to
all parts of the Country with dispatch, at lowest
rates.

EXPRESS. ADAMS EXPRESS COMPANY,
OFFICE SIA PENNA, AVENUE, BRANCH OFFICE. F 219 PENNSYLVANIA AVENUE, OPPOSITE WILLARD S.

GREAT EASTERN. NORTHERN, WESTERN, AND SOUTHERN EXPRESS FORWARDERS.

Merchandise, Money, and Valuables of all kinds forwarded with dispatch to all accessible sections of the country. COLLECTION OF NOTES, DRAFTS, AND BILLS

Made in all accoratble parts of the United States. C. C. DUNN, Agent,

NOTICE TO TAX PAYERS WANHINGTON, D. C., NOV. 2, 1863.

WANHINGTON, D. C., NOV. 2, 1863.

Notice is hereby given be all persons in arrears for taxes, whether gas, special or annual tax, that unless the same is paid at this office before the lat day of JANDANY next, the property on which the tax is due will then be advertised sind as the law directs. Those who with to avoid the heavy expense of advertising will please pay within the time specified.

WM. DIXON, new4-Raw2w

And while the Antomn breathed her sighs And dropped a thousand heaty glories, And all the pathways, and the skires, Were mindful of his songs and stories.

Nor failed to wear the mingled buck

And, gating there on him so young. We thought of all his ended mission, * The broken links, the songs manne, The love that found no ripe feution;

Or left the toiling ones who bear The crowd's neglect, the want that press The woes no human soul can share, Nor look, nor spoken word, confesses? and from the earth no answer came

And so we thrused ourselves away, By earth and air and water childen, And left him with thom, where he lay, A sharer of their secret hidden.

and each the staff and shell again Took up, and marched with memories haunte int henceforth in our pilgrim-strain. We'll miss a voice that sweetly chaunted! BREET C. STREET C. STREET GREETWOOD, November 13, 1463.

TRIALS OF A COUNTRY EDITOR......"MORE COPY.....Once in August, wet and dreary, sat this local, weak and weary, pondering o'er a memorandum book of items used be-fore....book of serawling head notes, rather... o'er a memorandum book of items used helfore—book of serawling head notes, rather—items, taking days to gather them in hot and suffry weather (using up much time and leather) pendered we those items o'er. While we com'd them, slowly rocking (through our mind queer ideas flocking) came a quick and nervous knecking—knecking at the sanctum doer. "Sure, that must be Jinks," we muttered..."Jinks the 'excelsating bore."

Ah, well do we remind us, in the walls which they confined us, the "exchanges" lay behind us, and before us, and around us, silicattered o'er the floor. Thought we, "Jinks wants to borrow some papers till to-morrow, and 'twill be relief from sorrow to get rid of Jinks the bore, by opening wide the door."

Still the visitor kept knocking—knocking louder than before.

And the scattered piles of papers cut some rather currious capers, being lifted by the breezes comieg through another door; and always civil) that Jinks was stilt do one deemed always civil) that Jinks was st the d——1, to stay there evermore; there to find his proper level—Jinks the nerve unstringing bore!

Bracing up our satlence firmer, then, with-

loud knocking there before——. Here we opened wide the door. But phancy, new, our pheelinks—for it wasn't Jinks the bore,

our pheelinks—for it wasn't Jinks the bore,

Jinks, nampless seromore!

But the form that stood before us, caused a trembling to come o'er us, and mem'ry quickly bore us bank again to days of yore days when "items" were of pienty, and where'er this writer went he picked up interesting locals by the score. Twas the form of our "devil," In an attitude uncivil' and he though his bank within the coard. and he thrust his head within the open door with "The foreman's our o'corr, sir' and says he wants a little more!" Yes, like Alex-ander, wanted "more." Now, this "local" had alrendy walked

Now, this "local" had already walked about till nearly dead—he had sauntered through the city till his feet were very sore—had examined store and cellar, and had questioned every "feller" whom he met, from door to door, if anything was stirring—nay accidents occurring—not published heretofere—and met with no success; he would rather kinder guess he felt a little wicked at that ugly little bure, with his message from the the foreman that he wanted "something more."

The following able article on the subject of the repudiation of the war debt was written by an able financier of this city for the New York Illustrated Newspaper. It is well

REPUDIATION OF THE WAR DEBT'

New York Hinstrated Newspaper. It is well worth a careful perusal;
Wheever assaits the public credit is an enemy to his country. It is indifferent in what mode it is assaited, the criminshity and the odism of the sot are the same. The dectrine of repudiation, of which the archivebel, now corroding in Fortress Monroe, was the apostle and high priest, and which Mississippi has the unitying disgrace of putting in practice, did more to damage the interests and retard the development and prosperity of the country than all other causes combined. It kept capital away, embarrassed distrust among men in all matters connected with finance. Many years were requisite to counteract its baleful influences, and start the country sines on its career of prosperity. In time, the very word, "repudiation," because addices were also and the Constitution and life of the public body. Few, probably, would desire to restore the financial and commercial distratesions which prevailed when States openly violated their solemn contracts, laughed at their obligations, and appeared intensible of the diagrace of disregarding their phighted honor. Few, probably, would, care to see the country in that bumiliating position before the world which she openpied when the doctrines of Jeff. Davit were accepted by States, and acted on by individuals, and when foreign capitalists kept close watch on their purses when an American came near, as if he were a thief or a pickpocket. Fewer still would

physically when Sincise opening violated their serious continues and the serious of the serious continues and the serious of the serious continues and the serious continues a

of the formal many the wasted "westerline with the formal that he wasted wasted with the wasted wasted with the wasted wasted with the formal that help were made in the excitation of the Adman Kaprasa Company, formal wasted a configure, about him the death of the wasted wasted wasted, asked, asked, asked with the wasted wasted, and leave the amendment of the Adman Kaprasa Company, formal wasted a configure, asked, and heave the amendment of the Adman Kaprasa Company, formal wasted wasted

extermed sarred, it is such as the nation undertook in its late terrible but successful struggle. If falth, hove all other, is to be most seruppiously majutained, it is that which was passed to preserve the nation's life. If honor has not ceased to be the highest boast of manhood, or gratitude the noblest of sentiments, then will the nation represses with its fewer any attents to one

noblest of sentiments, then will the nation repress with its frewn any attempt to undermine the public credit or | depreciate the value of its securities, based on the faith and honor of the country. The rich and the poor have tredden the blondly wise press of war; they have lived and died side by side for that which morey cannot buy; they equally share the honors and benefits of a regenerated and comedidated country, said accursed be the hand that is raised to serve the bonders of a regenerated had comedidated country, and accursed be the hand that is raised to serve the bonders of sprayerity, har the arenne to greateres, or lower the good name of the country, by suggestions near or remote of that fell word Re gestions near or remote of that fell word Re-pudiation! Let it die with the wretched, fallen, hopeless old man who first dared

The Railroad Collision near Capitol.

The following is from Col. J. B. STRWART, n behalf of the Washington, Alexandria and Georgetown Railroad Company, and relates to the collision between the train on the

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THE WRIELT NATIONAL EXPIDENCES IS published every Friday morning: One copy one copies one year, \$5.00; Ten copies one year, \$6.00; Ten copies one year, \$10.00.

Certificate of George M. Craft.

I, George Kraft, do certify that I am employed at the photograph gallery situated on the corner of Pennsylvania avenue and First street west, where I have been doing business for the past two or three years. I have noticed the passing to and fro of the ears of the Washington. Alexandria, and Georgetown Railroad Company, both when worked by the Government and, since the road has been worked by the company, and state positively that I have never known the train pass without ringing the bell constantly, and generally blowing the whistle when turning the company have been working the road the speed of the care has always been slow, not speed of the care has always been slow, not speed of the care has always been slow, not speed of the care has always been slow, not speed of the care has always been slow, not speed of the care has always been slow, not speed of the care has always been slow, not speed of the care has always been slow, not speed of the speed of the past of those managing the steam cars.

Certificate of Stephen Egem.

I, Stephen Egan, do hereby certify that I am employed in the photographic gallery on the corner of Pennsylvania avenue and First street west. I was lying awake in the gallery at about 6 o'clock on the morning of the 10th instant, when I heard the train of the Washington, Alexandria, and Georgetown Railroad approaching from Maryland avenue. I heard the train of the Washington, Alexandria, and Georgetown Railroad approaching from Maryland avenue. I heard the train of the washington, alexandria, and Georgetown Railroad approaching from Maryland avenue, it has a state was standing at the time, and while it was so ringing I heard a crash, and on locking out saw that the city passenger horse car was knocked off the track, and the steam car was tanding still, and seemed to have advanced but very little after the collision, in fact, so little that the foremost car was scarcely a length past the place of the collision. I also certify that I have never even them pa